

THE RIO NEWS.

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VOL. XX.

RIO DE JANEIRO, JANUARY 24TH, 1893.

NUMBER 4

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EDITORIAL AND PUBLICATION OFFICES:

79, Rua Sete de Setembro.

RIO DE JANEIRO, JANUARY 24th, 1893.

Our subscribers will render us a great favor by advising us of any desired changes in their subscriptions before the close of the year, or early in the ensuing month. The steady increase in our subscription list is an assurance to us that our efforts have not failed to meet with a large measure of commendation, and this, we trust, will be both merited and received during the ensuing year.

In view of the rapidly approaching time when the coasting trade of this country is to be restricted not only to the Brazilian flag, but to vessels manned principally by Brazilians, would it not be wise for the authorities to inaugurate a policy which will give Brazil sailors and ships enough when the need arises? It is far from sufficient to legislate that only Brazilian vessels and Brazilian sailors can engage in the coasting trade. The vessels can easily be secured, for there are many foreigners quite ready to operate shipping lines under the national flag, but it will not be so easy to secure the Brazilian sailor. Without good and trustworthy men, the service will be expensive and badly performed, the losses will be heavy and insurances will be quickly increased. The whole country will suffer from such a service, for it will not only mean difficulties in transportation and higher prices for goods, but it will also mean a serious obstacle to the development of the country. The great part of settled Brazil lies along the sea-coast, hence cheap and reliable means of sea transportation are essential to its prosperity. It is in fact of more immediate importance than the construction of railways into the sparsely-settled interior. Something should be done therefore to improve and increase the means of communication along the coast, and to induce the Brazilian youth to enter the coasting trade. Without skillful sailors the coastwise trade under the Brazilian flag will be a failure.

Some time ago we called attention to the importance of some international convention in regard to quarantines, the purpose of which should be to secure joint control and harmonious action among the commercial nations of the world. Further consideration of the subject has strengthened our opinion that this is the only practicable and equitable method of settling this important question. A multiplicity of opinions in regard to quarantine and a score of methods for enforcing these opinions, are now preying upon the commerce of the world. The prejudice is simply incalculable; it is more than sufficient to warrant prompt relief. The advances made by modern science in sanitary matters have been so rapid and effective that we are no

longer the helpless victims of epidemic plagues. If we choose we can protect ourselves far more effectively against an epidemic by local sanitary measures, as was the case in England last year, than through the most rigid of quarantines. That being the case, it is manifestly unjust for any country to impose the quarantine restrictions which still exist in various parts of the world. And when we call attention to the indisputable fact that these quarantines are frequently imposed in the interests of contractors and purveyors, and that they are imposed by the least reputable and most ignorant of medical men, no further proof can be required of the necessity of having them totally abolished. Even at their best, they rarely serve the purpose for which they are intended, as the epidemics creep through in spite of them. If the conditions are favorable for the lodgment and propagation of an epidemic, it is very difficult to keep it out, while, on the contrary, if the conditions are unfavorable, if proper sanitary precautions have been observed, then the quarantine becomes entirely unnecessary. It is not our object, however, to advocate the general abolition of quarantines. To reduce the risks and losses to commerce, and to prevent the imposition of restrictions where they are entirely unnecessary, we hold that the quarantines of all countries should be subject to common international regulations and control, and that every nation should be held strictly accountable for all losses arising from any improper execution of quarantine regulations. This common action is warranted by the simple fact that the ocean is a common highway, and that the persons and property of citizens of all nationalities are involved. Common action, also, will greatly assist the nations of the world in checking the progress of those epidemics which arise in certain parts of the East. It is a subject for the whole civilized world to study and solve, and not for the spasmodic and unscientific action of each nation by itself. A common accord in the matter of imposing quarantines would soon lead to a common accord in restricting the great scourges of humanity to their original sources.

These abuses so frequently practised here by subordinate officials in the arrest of people and in the imposition of fines for alleged infractions of regulations, bye-laws and privileges, have become burdensome enough to warrant a word of protest. Not a day passes without an instance of these abuses. A score of municipal fiscals are continually prowling about the streets imposing fines and collecting blackmail. Every public department has a provision for the imposition of fines for petty offences, which are imposed and collected on the spot. Even in the postoffice a citizen may not speak his mind freely to an inattentive clerk without incurring a fine. The uniformed classes are also endowed with privileges of interference and arrest which frequently lead to abuses of the worst character, as was seen in the arrest a few days ago of two Englishmen by a common soldier for some fancied threat against a little child. The principle on which these arrests and fines are enforced, is radically wrong and dangerous, for it places an irresponsible power in the hands of incompetent men without the right of appeal. The only safe course to pursue in such matters, is to place all the authority for arrests and fines in the hands of the courts. The police and court officials alone should be invested with the power of making arrests, and even then under restrictions which will prevent abuse of authority. In no case should a soldier, or military officer, be permitted to exercise such an authority at his own pleasure and by virtue of any special privilege, and every instance of such an abuse of authority should be severely punished. As for the imposition of fines, the rule should be established that no fine can be imposed except upon a formal, written complaint, and by a proper judicial officer. It is absurd to invest a municipal fiscal with the power to impose fines for infractions of municipal ordinances, for the man cannot possibly exercise such a discretionary power equitably and disinterestedly. He should be required merely to report such infractions, leaving to the proper official above him the right to determine whether the person accused should be cited to answer the charge. In all cases where fines are involved, whether in the post-office, custom-house, or any other public department, a

written complaint should always be insisted upon and a hearing before a responsible official should always be granted, before any fine is imposed. The public cannot be left to the tender mercies of mere employees, nor subordinate officials. It is not only unjust to the citizen, but it is an undignified and demoralizing course of procedure on the part of the officials concerned. Still further, it is a gross infraction of a man's personal rights to inflict arrest or fines upon him without granting him the fullest opportunity for defence and appeal. We trust that some measures will be promptly taken to put an end to every one of these abuses, so inconsistent with republican institutions and so offensive to the best instincts of modern civilization.

LIABILITY OF COMMON CARRIERS FOR LOSS OR DAMAGE.

The House of Representatives has passed the bill making it unlawful for any common carrier to insert in any bill of lading or shipping document any clause, covenant or agreement whereby it shall be relieved from liability for loss or damage arising from negligence, fault or failure in proper loading, stowage, custody, care, in transport or proper delivery of any merchandise committed to its care. — *New-York Maritime Register*, Dec. 21st.

AFFAIRS AT SANTOS.

The *St. John*, N. R., *Star* of Dec. 13 says: "Affairs at Santos look very disconcerting. Letters received in the city yesterday morning from the master of a *St. John* vessel now lying there read as follows: 'Sickness is beginning to get very bad again. Capt. Lent of the brig *Dorinda* died yesterday. Last night the captain of a Swedish bark died, and we are humbly expecting the death of another Swedish master. In addition to this three have died during the past week from the effects of yellow fever three chief engineers of steamers, in port and several petty officers, including seamen and firemen, also one cholera nurse. Malters are beginning to look kind of blue, and getting worse every day as the sun goes further south. I only hope that I shall be enabled to get clear of the balance of my cargo before business here comes to a standstill. Smallpox also is very bad. One will need it in the street, all its different stages, and yet in this miserable hole they are now awaiting all new arrivals from England and sending them down to Isle de Grande on account of the cholera in Europe."

From the *Review of the River Plate*, January 7th

THE PUBLIC DEBT OF ARGENTINA.

The following table shows the total amount of the debt as it stood on December 31, 1892.

INTERNAL DEBT	\$ Paper	\$ Gold
1. Paper	88,522,503	136,750,885
2. Gold	31,376,503	4,471,201
3. Bonds	31,548,351	4,000,000
4. Córdoba	12,371,351	—
5. Santa Fe	7,669,449	—
6. Mendoza	4,763,200	—
7. Santiago del Estero	6,152,247	—
8. Salta	5,080,000	—
9. San Luis	1,886,000	—
10. Tucumán	1,886,000	—
11. San Juan	1,886,000	—
12. Rioja	3,570,000	—
13. Corrientes	1,370,337	—
Total	243,083,348	144,516,977

EXTERNAL DEBTS	\$ Paper	\$ Gold
1. The Nation	93,627,293	—
2. Municipality of Buenos Aires	35,732,197	—
3. Province of Buenos Aires	25,074,446	—
4. Córdoba	10,358,472	—
5. Santa Fe	10,358,472	—
6. Mendoza	5,446,74	—
7. Santiago del Estero	—	850,000
8. Salta	—	3,031,000
9. San Luis	—	1,074,000
10. Tucumán	—	5,706,598
11. San Juan	—	3,742,000,152
12. Rioja	—	—
13. Corrientes	—	—
Total	163,411,150	74,779,650

The totals in circulation are:

National Hypothecary Bank, 163,411,150 paper

Provincial Hypothecary Bank, 4,374,000 paper

The emission of Bank notes, both legal and illegals of the amount, 323,727,947 paper

TABLE SHOWING THE YEARLY INTEREST PAID ON THE PUBLIC DEBT.

	\$ paper	\$ gold
The Nation	6,228,720	25,412,869
Municipality of Buenos Aires	1,750,000	552,750
Province of Buenos Aires	3,548,318	3,105,337
Córdoba	—	2,087,593
Santa Fe	—	1,000,000
San Juan	—	1,112,201
Mendoza	—	387,160
Santiago del Estero	429,632	10,050
Salta	488,129	—
San Luis	48,000	59,025
Tucumán	17,459	212,738
San Juan	—	212,738
Tucumán	—	14,825
San Juan	—	20,565
La Rioja	358,731	300,000
Corrientes	—	—
Total	12,860,219	35,592,827

THE GREAT NIGGAR QUESTION.

To the Editor of the Rio News.

"If you please, sir, let me first say"
(small *big's* justice to you)

My Editor, (as His Royal Mail Highness called you),

Politeness demands that I should not leave Mr. Cascaes' property unnoticed. So it appears the letters about England were a letter to a Portuguese. Good! then that fully accounts for the tone of strict impartiality which characterizes them.

But they are published week by week at enormous length in the leading columns of the chief Brazilian newspaper, by Brazilians for Brazilians therefore who wrote them becomes surely a matter of only secondary importance.

Mr. Cascaes says that if my host says an unpleasant thing of me while I am under the protection of his roof, I must not print. I must turn to him the other cheek also. Cascaes says that if he requires any more cheek—but there! I have done with Crepuscular; he is too coarse and unfeeling.

To prove that I have absolutely no sympathy with his views on one point at least, I have, like Mr. Silva Wegg, "clipped into poetry," and now beg your acceptance of the following verses which I thought might have the effect of conciliating all parties to this discussion, and making things pleasant all round.

Know'st thou the land where the glorified nigger goes "staring it" round in a carriage and pair, And looting hiscent while upon month's luggage, Assumes a severely professional air?

Moments a magnificent curly brimmed heaver, Sports a short collar Gladstonian size, Through his gold pipe-neer constantly his gold lever, Kulling in wealth to the whites of his eyes?

"Illustissimo Senhor Danton"—he will hand you His card—nor let insolent Britishers sneer, Their grey Christy mustn'ts with bones and with (Lump) Would find themselves thoroughly "out of it" here.

Great Scott! If the nigger's phorphy in society, Why should his color be subject of find? Why, in the name of all sense and propriety, Call him a "sooty faced son of a gun?"

One man, we know, is as good as another, Why do we not the plain intestine draw? Since we accept him as man and as brother, Why not accept him as brother-in-law?

Think, oh ye victors of Blenheim and Rantlers, How the sad heart of the nigger we will dance If you admitted him into your families, Give your poor African brother a chance.

Tell him to bring his relations by dozens, Each with his suite so engaging and bland, Marry them off to your aunts and your cousins, Let the black tribe be heard in the land!

Dark pickaninnies around you would expect, Each in his little white shirt—let me think, Take what? I've got it! Like sheets of note paper, Lanked up and down with hy-bellies of ink!

British aristocrats, just for variety, Towards and Governors, Compells and a', Lead your black relative into society, Try for a change a black mother in law.

Make him, this being despised and laborious, Into a civilized "doff" at a juncture, Don't spend his mumps by sate convulsions, Don't put his woolly head under the pump!

I am afraid, however, that even this plaintive appeal may be in vain; for the proud Britisher sometimes, alas! mixes his drinks—but never his race!

Yours faithfully,

NO OLD MAN DEWITTOR.

[We give our correspondent the benefit of his poetical inspiration, but we regret that his satire is not intended against something more deserving than an unfortunate man's skin. To attack the African because a Portuguese makes an unbecomingly criticism of Englishmen, is like enough to offend all the good purposes our correspondent may have had in view.—*Liv. News*.]

From the *Montevideo Times*, January 4

THE PUBLIC DEBT OF URUGUAY.

From the prospect for 1892 published by the *Agencia* we take the following statement relative to the public debt of the country, showing the effects of the financial operations carried out during the year.

Interest

Unsettled interest debt \$ 7,000,000

Guaranteed debt 4,000,000

External consolidated debt 90,561,950

Internal consolidated debt 330,150

French debt 1,034,725

Spanish debt 233,150

Total public debt \$104,288,975

The undeveloped land comprises the following: amortizable debt, Central railway, Santa Rosa railway, 11,000,000 railway, indemnization debt, quotas of amortization. The original total of these was \$7,240,133, but when the interest compensation or *compensación* has been a debt, they represent in the present amount \$7,700,000.

The consolidated debt is formed as follows:—United loan (consolidation of 1874) £1,624,400, in consolidated £1,153,624 0/0, loan of 1888 (loan of 1891) £4,119,000, in consolidated £4,737,888 0/0, loan of 1894 (consolidation of 1894) £1,080,000, in consolidated £2,237,500. Total in original debts £10,721,300, the same in consolidated £10,721,300. To the latter amount must be added £1,137,505 on account of railway guarantees in arrears and payments, making the full total of the consolidated debt £12,058,805 or \$99,501,350.

From the general total of the public debt there may now be deducted \$345,000 for amortizations due January 1st, 1893, leaving paid, on the internal and international debt.

During the year, therefore, the interest debt has increased from \$720,153 to \$1,119,000, an increase of \$398,847, of which \$4,000,000 corresponds to the guarantee debt assigned to the Mortgage Bank. This mortgage, however, is only nominal with regard to the charge upon the public treasury, since by the process of amortization the yearly service of interest and amortization has actually been reduced from \$697,200 on the old amount to \$397,000, or reduction in the service of \$300,200 yearly.

The exterior debt has similarly increased in the year from £10,721,300 to £12,058,805, an increase of £1,337,505. But here, likewise, the increase is nominal, so far as regards the charge on the treasury, on account of the reduced rate of interest and easier terms of amortization. The former service of the foreign debt (not including railway guarantees) was \$3,085,470 yearly, whereas at the reduced rate of interest, 3 1/2 %, the annual service on the consolidated debt is only \$3,160,608, a reduction of \$74,132 yearly. There must also be taken into account the reduction of the railway guarantees from 7 to 3 1/2 %, or by one half.

Taking all this into consideration, the yearly service due on the public debt may be summed up as follows:

External debt.....	\$3,160,688
Internal debt.....	505,000
International debt.....	248,804
Railway guarantees (maximum).....	94,166
Total.....	\$4,017,698

RIVER PLATE ITEMS

—Gold was quoted at 108 in Buenos Aires yesterday.

—The American revenue cutter left Montevideo for the United States on the 21st inst.

—The Argentine government has formally adopted the Mauser rifle for the army and navy.

—Recent telegrams from Buenos Aires state that order has been re-established in the province of Entre Rios.

—The Salto newspapers accuse the Brazilian authorities of Quindim of inflicting punishment on two Uruguayan citizens.

—For the sake of economy the Uruguayan government, it is stated, intends to abolish the greater part of its legations in Europe.

—It is reported in Montevideo that the Cerro Largo police have captured four boxes of arms, destined for the Rio Grande revolutionists.

—The government of Santa Fé has prohibited salaries still in arrears to be paid out of incoming taxes for the current year. —*Argentine News.*

—A Buenos Aires telegram of the 21st says that a case of yellow fever has appeared on the island of Martin Garcia among the passengers landed from the Bahia steamer *Inda de Pavia*.

—A passenger addressed to Mr. Frank P. Hatley, U. S. S. *Albatross*, care of the American consul, is detained at the consular office at Buenos Aires, because it contains an article of rail.

—A ministerial modification is spoken of in Buenos Aires, among the impossibility of filling the vacant post of minister of the Interior. The political outlook in Argentina is anything but reassuring.

—A large number of pilgrims from Argentina and Uruguay left Montevideo on the 21st on a pilgrimage to Rome. They are under the guidance of Bishop Mariano Soder, and leave with them a letter from President Saenz Peña in the Pope.

—Rumors have been current lately that General Roca will be proclaimed dictator, because of the difficulties which Santa Fé is encountering. As Roca's friends are largely responsible for these difficulties, his purpose can hardly be characterized as disinterested.

—A duel recently occurred at San Nicolas, Argentina, in which the two *desos* were to fire three shots at each other. After the first shot, however, they suddenly discovered that honor had been satisfied, and then they fell upon each other's necks and made up.

—On the 11th inst., the thermometer registered 38°C., or 100°F. Fain, in the city of Buenos Aires. The heat was intense and was further aggravated in the evening by a total exhaustion of the ice supply. The effect may not be appreciated, but if our Platine friends will just come up to Rio we will guarantee a much lower temperature than that.

—Like many other countries, Uruguay is now between the horns of a bad dilemma. The greed of the class which lives on public causes an increase in salaries, and this, of course, entails an increase in taxation necessary. Now these high salaries can not be lowered because the high taxes has in its turn produced high prices for all the necessities of life.

—A mass meeting was held in Buenos Aires on the 22nd for the purpose of expressing sympathy with the Comorian revolutionists and of denouncing the policy of armed interference adopted by the national government. It was promoted by the radicals and, according to one account was attended by 20,000 people. There was no disturbance reported, although the military forces were held in readiness.

—The December passenger and immigrant arrivals at Montevideo numbered 1,064, and the departure 499. The arrivals from Brazil were 538, while the departures for this country were 216.

—The new Argentine ironclad *Q de Julio*, is to be a very powerful antagonist. Her dimensions are 354 feet, between perpendiculars, and her greatest breadth, 34 feet. The speed that should be attained with a draught of 6 feet, is 22 1/2 knots, and her displacement is 3,557 tons. Her armament will consist of four quick firing guns of 15 centimetres, one at the bows, another at the stern and two amidships, shelled by platforms two feet higher than the deck and which will permit the guns being fired at an angle of great depression. She will also carry quick firing guns of 12 centimetres, protected by platforms similar to the above mentioned, and also 12 guns of 37 millimetres and 12 of 36 lbm Hotchkiss. The *Q de Julio* will also be provided with 5 torpedo tubes on the reformed Armstrong principle.

PROVINCIAL NOTES

—Fresh beef is selling at 1400 a kilo at Para.

—Dr. Deneciro Ribeiro is editor-in-chief of the *Rio Grande*.

—The production of cash wine in Ceará, last year, is estimated at 360,000 bottles.

—Torrential rains are reported from Parahyba, and losses are expected to the sugar and cotton crops.

—Last year in the parish church of Santa Cruz, Campinas, there were 875 christenings and 269 marriages.

—At the Campinas abattoir there were slaughtered last year 5,628 heaves, 3,654 hogs and 598 sheep and goats.

—At Concórdia, in the municipal district of Tietê, S. Paulo, there is a nine year old boy who is said to weigh 138 1/2 lbs.

—A telegram of the 20th from Porto Alegre says that Julio de Castilhos will to-day take charge of the state government of Rio Grande do Sul.

—Lieut. Andrade Neves who had been arrested in S. Paulo and sent to Rio Grande do Sul as an emissary of the refugees, has been released.

—A bill for moving the capital of the state of Rio de Janeiro to Theropopolis, passed its first reading in the state legislature on the 10th inst.

—The town of S. Carlos do Pinhal, in the state of S. Paulo, has 31 streets and 7 squares with 1,515 houses, of which 1,400 are occupied. The population is 6,918.

—In Pernambuco Col. Cintra has published a raid stating that for any attacks on him he holds the governor responsible. The latter, Dr. Barbosa Lima, is the Colonel's nephew.

—While Rio Grande do Sul has been suffering incalculable prejudice from drought, abundant rains have fallen in the northern provinces of Ceará, Rio Grande do Norte, etc., where droughts are so common.

—Telegrams of the 17th state that the Rio Grande refugees had prepared to send 2,000 stand of arms to their friends in Rio Grande, but had been prevented from doing so by the Uruguayan authorities.

—A Natal telegram of the 20th reports the wreck of the American bark *Autano Salta* (2) at the bar of that port. The bark had a cargo of 10,000 bags of sugar for Philadelphia, the whole becoming a total loss.

—The general commanding the Paraná military district has placed under arrest Lieut. Domingos do Nascimento, editor of the *Folha Nova*. The general's opponents characterize the act as an attack on the liberty of the press.

—The registers of the steamboat companies show that 13,597 persons emigrated last year from Ceará to Pará and Amazonas. If to this number he added the children who paid no fare, the total, it is thought, will not be less than 16,000.

—We regret to note that the elections at Cururup, Maranhão, are considered illegal and that the government (by which is meant, of course, a few local government officials) has been using improper means to secure the election of its candidates.

—A popular meeting was held in Vassouras on the 15th inst., for the purpose of formally advocating the release of that city for the future capital of the state of Rio de Janeiro. The representatives of the municipality were duly instructed to use all their powers of persuasion to secure that object.

—The governor of Santa Catharina in the official journal of the state has made a detailed statement of the question relating to engineer Paula Ramos. He terminates by saying that, relying on the support the people have hitherto given him, he asks them to maintain a pacific attitude until the general government, better informed in regard to the matter, shall perform its duty, conducting itself in a manner likely to retain the support of its friends and not in such a way as to promote anarchy in the state.

—There was a strike among the tram drivers and conductors across in Niteroi on the morning of the 20th, because of a change in the manager. Someone seems to be very diligently exploring the ferry and tram services of that town, for almost nothing is expended on the material, and, as it now appears, even the staff is not paid. If this state of affairs continues, we shall soon see people moving away from a place so wretchedly served. It is a dangerous thing for a transportation company to deceive and cheat its patrons.

—The inspector of customs at Santos telegraphed on the 17th inst., to the minister of finance that he had permitted the sailing of the American steamer *Reliance*, as there was no legal ground for stopping it. The steamer did not sail, however, as the S. Paulo court had not rendered its decision.

—The *Journal* of yesterday contains telegrams from Cape Frio, where the fishermen claim that the light-house keeper has put an end to their fishing grounds, to prevent draining their nets. If these 50 fishermen will just go down to the beach and take up these anchors, and then break the keeper's head if he interferes, the question will be settled without any help from Rio.

—The city of Campos seems to be doing its best to prove its unworthiness for the honor of being the capital of the state of Rio de Janeiro. On the evening of the 15th a party of young men, some of them well connected, invaded a house where some Arabs were living and where a wedding feast was in progress. A fight followed and when the police appeared it resulted only in the arrest of two Arabs who were guilty of defending themselves. On the following day the same group of roughs assaulted the business house of an Arab in Rua 15 de Nuremberg, broke in the doors and completely sacked the place, even to the extent of carrying merchandise away in a canoe. One of the leaders of the thieves, Joaquim Pinheiro, who is an ex-policeman, was arrested. Campos has always had a bad name, but an act like this ceps the record.

COFFEE NOTES

—According to a report to the British foreign office the coffee production of Guatemala during recent years has been as follows:

year	quantity	value
1887.....	lbs. 48,530,267	\$ 9,972,730
1888.....	" 48,741,024	10,118,770
1889.....	" 51,571,939	10,595,816
1890.....	" 51,973,414	10,978,915
1891.....	" 52,197,853	11,926,985

COFFEE IN SELANGOR.

Mr. C. H. A. Tunney, in his report for the month of October, states that on October 5th, he visited a small coffee plantation owned by a Tamil, named Sangliu, on a steep spur of the Jengra hill. It is a 12-acre patch of which he has 10 acres planted up with about 8,000 plants; of this 6,000 plants have been in bearing for 18 months, yielding 10 pikuls of beans; and the balance of the trees are in blossom. The beans he sells to a trader, who furnishes him with supplies, at \$23 per pikul, being at least 10% per pikul under market rates. He works himself with six Tamil coolies, whom he pays at the rate of \$7.50 per month, and is quite satisfied with his prospects. The plants look healthy and robust and are heavily laden, although the patch he selected has been covered with blight for years. The soil is a composition of yellow earth with a large proportion of decayed granite in it. —*Peking Gazette.*

RAILROAD NOTES

—The Amparo municipal council has petitioned the Mogiana directors to have their Santos line pass through that municipality.

—The police are investigating the origin of some false dispatches which have appeared at the Central railway. There are a great many things in connection with the administration of that line which might well be investigated at the same time.

—The municipal council of Sulral has appealed to the patriotism of the national government to send along the rails required for the Sulral railway extension. They state that the road has been ready for the rails over a year, and that Congress has voted an appropriation for their purchase.

—The *Journal do Commercio* is informed that the director of the Central line is preparing a time-table for a rapid express train between this city and São Paulo, which is in full effect as soon as the necessary material arrives. In our opinion, the director will have to import a few trusty men to run the train, or there will be an accident to lament.

—The good people of Santa Maria Magdalena are complaining of the bad freight service of the Leopoldina railway. They state that it requires a month for the transportation of goods from Rio de Janeiro, and even then the packages are found to be in a ruinous state. The complainants should be satisfied with getting anything, even the empty boxes, for it is more than many others receive.

—Engineer Morsing writes from Paris to the *Journal do Commercio* that the purchasing agent of the Brazilian government has recently obtained considerable reductions in the price of railway supplies. He mentions the following prices: steel rails at 98.90 lbs. per ton; screws at 210 frs.; bolts at 200 frs.; springs at 350 frs.; hoes at 1.60 frs. each; steel pickaxes at 1.80 frs.; steel shovels at 1.75 frs.

—It is said that the director of the Central railway is negotiating a mutual traffic agreement with the Sorocabana line, by which the freight cars of the two lines can be run on each other's tracks without breaking bulk at the Norte station in São Paulo. This is of course a practical and sensible arrangement, and should have been made long ago. But the world revolves very slowly in these latitudes, and practical measures are not always strong enough to overcome conservatism and apathy.

—A São Paulo telegram of the 23rd says that traffic has been reopened on the Itaituba railway.

—On the 17th inst, there was a collision between a hand-car and a ballast train between the stations of Rodrigo Silva and Triphaly. Three laborers were killed and 5 dangerously wounded.

HOSPITAL NOTES.

—Our readers should not forget the Bazaar which is being organized in Petropolis for the benefit of the Hospital. The ladies will be glad to receive assistance, no matter how slight it may be.

—We wish to again announce that Mr. Henry Thompson has been authorized to solicit donations and annual subscriptions for the Hospital. Every member of our American and English colonies in Rio should at once place his name on the list of subscribers in order to insure his reception, in case of sickness, at the minimum rates.

—We see by the *Journal do Commercio* of Sunday that some of the most prominent families residing in Petropolis, principally Brazilians, have resolved to give a ball on the 4th proximo for the benefit of the Strangers' Hospital. We hear that the Cassina has been secured and that the preparations are already well advanced. A brilliant affair is anticipated! The ball is quite distinct from the Bazaar to be held later in the month.

ANNUAL MEETING.

The annual meeting of the members of the Strangers' Hospital Association was held at Messrs. Philipps Bros. & Co. on the 18th inst. Mr. J. Mackenzie, manager of the London and Brazilian Bank, occupying the chair.

The reports of the president, Rev. H. Masley, and of the treasurer, Mr. T. C. Jackson, were read and approved, from which it appears that the association is in a sound and prosperous condition, having received and disbursed nearly 210,000 up to the end of December last. These reports will soon be published and distributed for the information of all friends of the Hospital.

The amendments to the statutes and the By-Laws recommended by the Directors, were then discussed and adopted. The meeting then proceeded to the election of four directors to fill the vacancies caused by the expiration of the terms of Messrs. Robinson, Lescom, Goulou and Benest. Three of these gentlemen did not wish to accept re-election, and the voting then resulted in the choice of Messrs. Tacker, Benest, (re-elected), Markland and Murray, who will serve as directors for the period of three years.

Before closing the session a vote of thanks was passed to those gentlemen who have so generously and materially assisted the subscribers in organizing the association and in carrying out its plans.—Drs. Barcellos, Potencinas, Rocha Faria, Bandeira, Bento da Costa and Heitor Cordeiro—the latter with legal counsel—and Mr. R. J. Callanier.

On the 23rd the new Board of Directors met and organized for the current year by the election of Mr. J. Mackenzie (manager of the London and Brazilian Bank) as president, Mr. C. J. Gemmell (re-elected) as treasurer, and Mr. A. J. Lamoureux as secretary. The old committees were continued, the vacancies caused by retiring directors being filled. The appointment of visiting director at the hospital was then provided for, and that all miscellaneous and anonymous donations should be credited to the Indigents Relief fund—a provision for the treatment of patients unable to pay the regular charges of the Hospital.

LOCAL NOTES

—Some operatives of the cotton factory at Bangü have gone on strike.

—In many parts of the city there is much complaint of a scarcity of water.

—The new Brazilian cruiser *Tridentes* left Bahia for this port on Saturday at 4 p.m.

—Ex-Minister Ruy Barbosa left for Bahia yesterday on the Royal Mail packet *Magdalena*.

—Admiral Sahlnha da Gama is now visiting the fortifications of this port for the purpose of studying means of improving its facilities for defence.

—A strike affecting about 50 operatives occurred at the Bangü cotton factory last week. The general work of the factory, however, was not affected by it.

—There was a great scarcity of fresh beef in this city yesterday. Of course nothing has been done, nor will be done, to correct the prime cause of all this difficulty. It is said that the director refused to let a firm kill more cattle because it was "after mid-day."

—The police has succeeded in discovering a considerable quantity of jewelry and plate stolen from a family residing at No. 378 Rua do Bispo by two servants that had been employed there.

—Telegrams from Rio Grande yesterday announce that the steamer *Jaipó* was aground at Cangassu, between Pelotas and Porto Alegre. It was expected that she would soon be afloat again.

January 21st, 1893.

BANKS.

<i>Capital</i>	<i>Capital paid up</i>	<i>Reserve fund</i>	<i>Companies</i>	<i>Dividend paid</i>	<i>Numeral value</i>	<i>Last rate</i>	<i>Claims guaranteed</i>
200,000	2,400,000	..	Agrícola de Parapanama.	38m - July 91	60	60,000	—
200,000	2,000,000	..	Agrícola do Rio de Janeiro.	10 " - July 91	60	—	—
200,000	700,000	..	Cent. e Virg. Fluminense.	4 " - July 91	200	715	000
200,000	768,400	20,000	Com. e Ind. Fluminense.	— Jan. 93	200	210	000
200,000	7,000,000	16,640	Control de Brazil.	4 " - Sept. 93	80	43	000
200,000	36,630	..	Correio Braziliense.	15 " - Aug. 91	40	000	400,000 — ...
200,000	60,000,000	..	Imprensa de Obras Publicas.	15 " - Sept. 93	40	21	000
200,000	4,000,000	..	Keweenaw Fluminense.	2 " - July 91	40	15	000
200,000	50,000,000	..	Mercantil do Rio de Janeiro.	4 " - July 91	200	35	000
200,000	100,000,000	..	do do Rio.	Int. - Jan. 91	40	200	— 37,000
200,000	3,000,000	..	do do S. Paulo.	— Jan. 91	200	60	000
200,000	4,000,000	..	Metropolitano.	— Jan. 91	40	70	000
200,000	5,550,000	24,400	Nacional de Fajos e Est.	— Jan. 91	20	21	000
200,000	1,000,000	..	Nacional de Oleos.	5 " - Jan. 91	—	35	000
200,000	2,650,000	..	Nova Real.	3 " - July 91	70	3	000
200,000	1,000,000	..	Obras Hydraulicas de Brazil.	— Jan. 91	40	2	000
200,000	2,500,000	21,800	Servico do Rio.	12,000,000 - July 91	50	35	000
200,000	4,000,000	..	Sociedade Marinheiros.	13,750,000 - July 91	100	30	000
200,000	2,000,000	..	Torres, Brazilia.	5 " - Jan. 93	80	55	000
200,000	20,000,000	34,917	Uniao In. dos Est. do Brazil.	4 " - July 91	200	20	000

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(via Bahia and Southampton)	
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